



The MIAMI EXPRESS FAA/ SAFETY NEWSLETTER

October/ November/December 2003
Volume 4, Issue 4

Inside this Issue

- 1 Wings Awards
- 2 “The Men of First Flight”
- 3 Test Your Aviation Knowledge
- 4 Up Coming Seminars
- 5 Cont. “The Men of First Flight”
- 6 Preventing Run-way Incursion is a Snap if you...
- 7 Answers to Test
- 8 Honoring the Past June Hunter Holloway

Safety Program

Our mission is to enhance safety awareness within the local aviation community and industry through open positive communications and an effective, realistic training program.

Our Goal is to create an atmosphere, which fosters a friendly customer service interaction.

Address & Phone

The Miami FSDO-19 address is:
DOT/FAA/FSDO-19/SPM Office
8600 NW 36th St. Suite 201
Miami, FL 33166
Michael C. Thomas, Manager
Phone # 305-716 -3400
Rene Alvarez, SPM Ext. 3401
Walter A. Wilson, SPM Ext. 3432
FAX # 305-716-3437

Internet Home Page address is:

<http://www.faa.gov/fsdo/mia>

Wings & AMT Awards

We have updated our awards process, which has increased our output efficiency and decreased the time frame for issuance of awards.

However, without your participation and timely submission of awards applications we cannot recognize you and your employees accomplishments.

Remember to review AC 61-91 & AC 65-25B and include all required supportive documentation when submitting an award application.

If you are interested in having a FAR seminar conducted at your facility, contact:
Rene At 305-716-3401
or Walter A. Wilson, 305-716-3432



Wings Awards

Phase I

Preston S. Cotharn
Jacob Kasel
Louis De La Barra
Wesley D. Challacombs
James J. Flavin
James J. Janda

Phase II

Ramon L. Nunez
Juan P. Munoz
Rogelio Corvo Jr.
Carlos Rbles

Phase III

Anthony L. Eller
Stephen Barnes
Lyle N. Dunn

Phase IV

Jorge L. Bolanos





Wings Awards

Phase V

Ronald D. Andersem
Arturo E. Gardinel
Orlando R. Villaverde

Phase VI

John Toje

Phase IX

Eric Lemes
Terry Spurlock
Daniel B. Muelhampt

Phase XI

Thomas R. McGonegal, Ph.D.

CERTIFICATE OF ATTENDANCE

Special Recognition

for All Pilots

Why Participate?

Regular proficiency training is essential to the safety of all pilots and their passengers. The objective of the "*Pilot Attendance Award Program*" is to encourage pilots to establish and participate in a continuous Personal Recurrent Training Program.

Who May Participate?

All pilots holding an Recreational Pilot Certificate or higher. In addition, uncertified pilots of qualified ultralight vehicles under FAR Part 103 may participate in the Attendance Program.

How Does the Program Work?

The Program consist of three certificates. For the *Silver* Certificate you must attend at least four (4) Aviation Safety Seminars per year, for the *Gold* Certificate you must attend at least eight (8) Aviation Safety Seminars per year, and for the *Diamond* Certificate you must attend at least ten, (10) Aviation Safety Seminars per year. ***For any of the three certificates you must be currently active in the Wings Program.***

The program is design to work during the fiscal year, example; beginning October 1, 2001 and ending September 30, 2002. Either the Safety Program Manager or the Aviation Safety Counselors for each of the monthly seminars attended must sign the *Certificate of Attendance*.

At the end of the fiscal year (**September 30**) the Certificate of Attendance are submitted to the address below for processing. After 30 days the Aviation Safety Program Managers will issue the appropriate Certificate of Recognition.

“The Men of First Flight”

They began their research and experimentation in the late 1890's. By early 1900 they were looking for a place to try out their ideas. They wanted constant wind, soft sand and privacy. In early August 1900, Mr. Doshier of Kitty Hawk responded to Wilbur's letter of inquiry "... the beach here is about one mile wide, clear of trees or high hills and extends for nearly sixty miles with the same conditions. The wind blows mostly from the north and northeast September and October... I am sorry to say you could not rent a house here, so you will have to bring tents. They new they had found a place to go.

Just a month later they came to Kitty Hawk with their first man-carrying flying device-- a glider- - that they tested during September and October. They were embraced by the people of Kitty hawk, who provided food and assistance, and by the men of nearby Life Saving Service Stations, who became their ground crew.

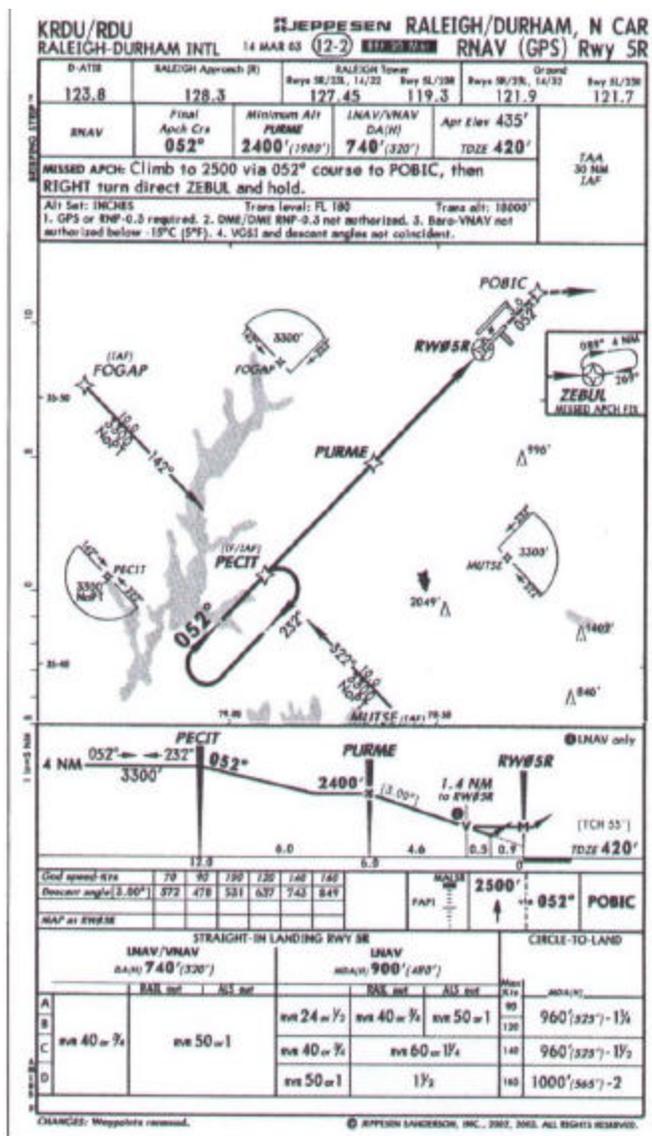
They returned to the Outer Banks in 1901 and 1902, each year with improved designs that gradually solved the problems of lift and lateral control. Along the way, the brothers became the most accomplished glider pilots in the world. With their glider in 1902, they felt they had solved the key problems of control in the air. Now they were ready for powered flight.

Cont. page 5

Test Your Aviation Knowledge

Refer to the 12-2 RNAV (GPS) Rwy 5R for RDU (Intl, Raleigh-Durham NC) when necessary to answer the following questions.

- The significance of the briefing strip communication block showing “D-ATIS” is that the flightcrew of a properly-equipped aircraft can receive essential flight information in printed form.
 - True
 - False
- The respective tower and ground control frequencies appropriate to this approach are _____.
 - 121.9 MHz and 119.3 MHz.
 - 121.9 MHz and 121.7 MHz.
 - 127.45 MHz and 119.3 MHz.
 - 127.45 MHz and 121.9 MHz.
- The altimeter setting information indicates that arriving aircraft should use the local altimeter setting when descending through FL 180.
 - True
 - False
- PECIT is coded in the database as a _____.
 - fly-by waypoint.
 - fly-over waypoint.
 - fly-by and fly-over waypoint, depending on where you are in the procedure.
 - Cannot be determined.
- Regardless of approach category/speed, all aircraft using the holding pattern must remain within 4 nm of PECIT to ensure the aircraft stays within the airspace that has been assessed for obstacles.
 - True
 - False
- The maximum indicated speed during the holding pattern course reversal is _____.
 - 200 kts.
 - 250 kts, the same as procedure turns.
 - dependent on aircraft approach category.
 - unspecified as long, as the course reversal is completed with in 4 nm of PECIT.
- The significance of procedural notes 1 and 2 in the briefing strip is that some FMS navigational configurations are not authorized to use this procedure.
 - True
 - False
- Aircraft equipment with and using barometric VNAV (BARO-VNAV) systems to fly the approach are automatically entitled to LNAV/VNAV minimums.
 - True
 - False
- GPS is required to execute this procedure.
 - True
 - False
- Properly-certified wide area augmentation system (WAAS) receivers will enable flightcrews to fly this approach to LNAV/VNAV minimums using a WAAS electronic glidepath, which eliminates the errors that can be introduced by using barometric altimetry.
 - True
 - False
- The VDP shown inside PURME in the profile is expected to be used with LNAV/VNAV as well as LNAV approaches.
 - True
 - False



Not to be used for navigational purposes



See page 7 for answers

Upcoming Seminars

October

October 8, 2003

7:00pm - 9:00pm

Location: Miami FSDO-19,
8600 NW 36th Street,
3rd Floor Conference Room
Miami, Fl

Topic: Overwater Emergency
Procedures and How to bring the
Coast Guard to you

Speakers: Michael A. Catalano,
Chris Kirk

Sponsor: ABC Realty Corp.

October 16, 2003

7:00pm - 9:00pm

Location: St. William Ministry
Church, 750 Sea Gate Dr. ,
Naples , Fl

Topic: "Say Intentions...
When you need ATC's Help"

Speaker: John Steuernagle

Sponsor: AOPA Foundation

October 21, 2003

7:00pm - 9:00pm

Location: Miami FSDO-19,
8600 NW 36th St.
3rd Floor Conference Room

Topic: Intro. To Human Factors
and Personal Minimum Checklist

Speakers: Walter A. Wilson

Sponsor: Robert Serrano

October 22, 2003

7:00pm - 9:00pm

Location: Marathon Airport,
Departure Lounge, 9400 Overseas
Hwy, Marathon Fl

Topic: Multiengine Procedures &
Instruments Profiles

Speaker: Dan Mahoney

Sponsor: Cessna Pilot Center/



October

October 27, 2003

7:00pm - 9:00pm

Location: Coast Guard Training
Room Opa Locka Airport

Topic: Opa Locka Airport
Procedures

Speakers: Don Legg & others

Sponsor: Opa Locka Tower

October 29, 2003

7:00pm - 9:00pm

Location: Lorenzo Walker Institute
of Techonology, 3702 Estey Ave.
Naples, Fl 34104

Topic: Propeller and Engine
Balancing

Speaker: ACES Representatives

Sponsor: ACES

November

November 12, 2003

7:00pm - 9:00pm

Location: Miami FSDO-19,
8600 N.W. 36th St.
3rd Floor Conference Room.

Topic: Dangerous Goods for GA
Pilots / Do You Know Your
Endorsements?

Speakers: Noel Franz /
Jim Downing.

Sponsor: Safety Program

November

November 18, 2003

8:30am-11:00am

Location: Miami FSDO-19,
8600 NW 36th St., 3rd Floor
Conference Room, Miami Fl

Topic: FAR 43

Speaker: Walter A. Wilson

Sponsor: Safety Program

November 18, 2003

7:00pm-9:00pm

Location: Miami FSDO-19,
8600 NW 36 St.
3rd Floor Conference Room,
Miami, Fl

Topic: Hazardous Material
Awareness & MSDS Review

Speaker: Elliot Safdie

Sponsor: Safety Program

December

December 4, 2003

7:00pm-9:00pm

Location: Marathon Airport,
Departure Lounge, 9400 Over-
seas Hwy, Marathon, Fl

Topic: Dangerous Goods

Speakers: Carol/Dan/Tony

Sponsor: Middle Keys EAA

December 10, 2003

7:00pm-9:00pm

Location: Miami FSDO-19,
8600 NW 36th St, 3rd Floor
Conference Room, Miami, Fl

Topic: Stall Spins/Aerobatics

Speaker: Herbert Marshall

Sponsor: ADF Airways
Flight School.

Cont. on page 8

“The Men Of First Flight”

Charles Taylor has been called the “Unsung Hero Of Aviation” He is the absolutely indispensable person without whom the Wright Brothers could not have made the first flight in 1903. He is the first aviation mechanic in powered flight, the man who build and maintained those first aircraft engines.

During six weeks, in 1902, Mr. Taylor build the first engine for the Wright flyer using basically only a lathe and drill press. He machined the block in his own shop and made the crankshaft from a slab of high-carbon tool steel, working it down to size on a lathe.

The finish engine was a simplified version of a contemporary automobile engine with four water-cooled, horizontal cylinders. The fuel was injected directly into the cylinders by gravity from a tank fastened to a strut near the upper wing. There were no spark plugs and the spark was created by opening and closing two contact points in each cylinder. The first successful aircraft engine built by Mr. Taylor was a four-cylinder piston engine which weighed 179 lbs, producing 12 HP at 1,000 RPM’s.

1903 was to be their year. In Dayton they designed and built propellers, a lightweight gasoline engine, a drive mechanism, and a launching apparatus. Even after their arrival in North Carolina they continued to redesign key

elements of the drive train. They did not give up. They were ready on December 14, Wilbur won the coin toss to make the first try, but he overcorrected on takeoff and damaged the aircraft.

On December 17 they were ready to try again. The men from the Kill Devil Hill Life Saving Station were on hand to serve as their crew and observes. At 10:35 a. m. with Orville at the controls, the Wright flyer lifted into the air.

The flight lasted 12 seconds and covered 120 feet. It was the world’s first flight and Outer Banksman John T. Daniels recorded the moment in one of the world’s most famous photographs. That it was no fluke was proved when brother Wilbur took the controls of this first airplane at 11:20 and took it 195 feet. Then Orville flew 200 feet over 15 seconds. And then Wilbur set the rapidly increasing world record to 852 feet over fifty-nine seconds.

On December 17, 2003 on the Kill Devil Hills near Kitty Hawk, North Carolina would be celebrating the 100’s year of Flight.



Continue from Page 2.

**Special Recognition
for All Pilots**

What’s In It for Me?

Statistics show that pilots who participate in recurrent training programs have a much better safety record when compared to those pilots who don't. This program provides a pilot with an opportunity to demonstrate and improve their flight proficiency and knowledge by attending safety seminars.

How Do I Participate?

You may participate by attending the Aviation Safety Seminar given by the FAA Aviation Safety Program Managers or any of the Counselors and currently be active in the Wings Program.

Note: This Special Pilot Recognition Awards Program is only being offered in the Miami area by the Miami FSDO-19 Safety Program. Miami, Florida

Send Completed Application to:

FEDERAL AVIATION

ADMINISTRATION

Miami Flight Standards

District Office-19

8600 NW 36th Street, Suits 201

Miami, FL 33166

ATTN: Rene Alvarez, SPM

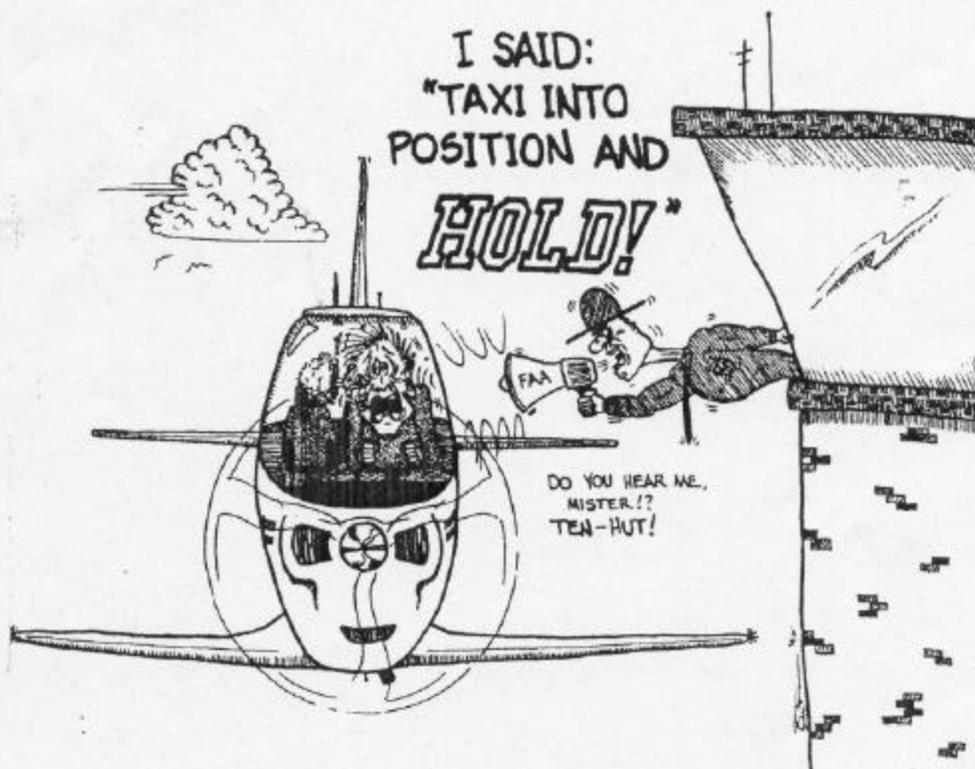
Preventing Runway Incursions is a SNAP if you:

Scan the entire runway and final approach area before entering or crossing a runway.

Never go "heads down" or off-frequency unless you're clear of all runways.

Are certain of the assigned runway, your position on the airport surface, and the exact clearance.

Pre-taxi or pre-landing briefing with the airport diagram in hand; know what's between you and your runway or you and your gate. Is there a parallel or intersecting runway?





ANSWERS

Aviation Knowledge Test



1. **a** Digital ATIS (D-ATIS) provides an automated process for the assembly and transmission of ATIS messages. A voice synthesis unit provides voicing for transmission over normal ATIS frequencies. D-ATIS also allows messages to be sent in text form to flightdecks via the airborne communications addressing and reporting system (ACARS). For aircraft so equipped, a visual display of the ATIS text is provided. A printout is also provided the aircraft is equipped with an onboard printer. D-ATIS is operational at the 57 airports that have electronic predeparture clearance (PDC). PDC is an automated clearance delivery system using an electronic datalink between the tower and ACARS equipped aircraft or user flight planning systems.
2. **d** Runway 5R tower frequency is 127.45 MHz and ground control frequency is 121.9 MHz, as shown in the strip communications blocks.
3. **a** This statement is true. According to the chart legend, the transition layer is “the airspace between the transition altitude and the transition level. Aircraft descending through the transition layer will use altimeters set to local station pressure, while departing aircraft climbing through the layer will be using standard altimeter setting (QNE) of 29.92 inches of mercury. 1013.2 millibars, or 1013.2 hectopascals. “Therefore, aircraft descending through the transition layer at RDU will use altimeters set to local station pressure (QNH) on reaching FL 180, and aircraft climbing to a flight level will use altimeters set to 29.92 (QNE) on reaching 18,000 ft. In the past, this information was only provided outside the contiguous US, Alaska and Canada, where altimeter setting procedures vary in terms of trans level and trans alt. Since many foreign air carriers conduct operations to US and Canada airports, inclusion of this information is appropriate.
4. **a** PECIT is symbolized and coded as a fly-by waypoint, meaning the turn should be anticipated to avoid overshooting the next flight segment. Alternatively, for a fly-over waypoint, no turn is accomplished until the aircraft passes the waypoint. Normally MAPs and MAP holding waypoints are fly-over waypoints. Database coding and/or hardware logic will indicate whether waypoints are fly-over or fly-by, and will provide appropriate guidance for each. This guidance includes leading the turn prior to a fly-by waypoint when appropriate and overflying a fly-over waypoint.
5. **a** This statement is true for this procedure and is also indicated in the profile. Further, the 4-nm limit for holding pattern course reversals applies to all RNAV (GPS) procedures.
6. **a** According to AIM, para 5-4-8, the holding pattern distance or time specified in the profile view must be observed. Maximum holding airspeed limitations as set forth for all holding patterns apply. In this case, 200 KIAS is specified when holding at and below 6000 ft. MSL.
7. **a** Procedural notes 1 and 2 advise flightcrews concerning requirements for FMS navigational configurations. As to procedural note 2, DME/DME RNP 0.3 navigation systems are not authorized. When authorized, specific DME facilities may be required. RNP is intended to provide a single performance standard that can be used and applied by aircraft and aircraft equipment manufacturers, airspace planners, aircraft certification and operations, pilots and controllers, and international aviation authorities. The RNP level or type is a value typically expressed as a distance, in nautical miles, from the procedure, route or path within which an aircraft would typically operate.
8. **a** This statement is true. The LNAV/VNAV minimums are BARO-VNAV minimums, provided the system is IFR approach approved.
9. **b** A current database is required to execute this approach but a GPS receiver is not required if the aircraft has FMS equipment capable of RNP-0.3. Also, note that GPS is closed in parentheses in the procedure identification, meaning RNAV is required but GPS is not necessarily required. Also, procedural note 1 advises, “GPS or RNP-0.3 required.”
10. **a** This statement is true, according to AIM, para 1-1-22. With WAAS, integrity of real-time monitoring and accuracy are improved by providing differential corrections to reduce errors. The performance improvement is sufficient to allow approach procedures with GPS/WAAS glidepath (vertical guidance).
11. **b** VDPs on RNAV approaches are intended to support LNAV minimums only. This is specified by a footnote in the profile when a VDP is used-ballflag 1 in this case. Note that VDP distances are provided in tenths of nautical miles from the runway threshold, which is collocated with the MAP on this particular procedure. Some procedures may show VDP distances in hundredths of nautical miles if specified on FAA Form 8260.

Cont. from page 4

Up Coming Seminars

December

December 16, 2003

7:00pm-9:00pm

Location: Miami FSDO-19,
8600 NW 36th St.
3rd Floor Conference Room,
Miami, Fl 33166

Topic: Runway Safety
For Mechanics

Speaker: B.J Ault

Sponsor: Safety Program

December 17, 2003

7:00pm-9:00pm

Location: Naples Municipal
Airport, Pilot Lounge,
220 Aviation Dr. South,
Bldg 1100, Naples, Fl

Topic: ATC & Naples Tower
Procedures

Speakers: FAA ATC & Tower
Personnel

Sponsor: Naples Airport
Authority



Honoring the Past

100 Years of

Flight at Wings & Waves 2003

June Hunter Holloway,
Embry-Riddle Class of 1948.

“The engine was gone, there was no radio in the airplane, a commercial plane was coming in at the same time, and I needed to make an emergency landing in Miami International. It was quite exciting”, understates Embry-Riddle 1948 student pilot June Hunter Holloway.

At an early age, June loved flying and knew she wanted to be a pilot even though females were not allowed in the cockpits of cargo or commercial planes. In order to pay for her training, she worked at the Jacksonville Naval Station after high school. A year later, she was in Miami, the only female in Embry-Riddle’s pilot instructor program. “ I spent all my money on flying,” she remarks.

With World War II veterans returning to America, flight instructor positions were scarce, but she secured a job at Tamiami Airport. “My students were young men,” she recalls. “Women in aviation were still a rarity.” June went from flight instructor to University of Miami student, paying for her education by working full-time as a flight attendant for National Airlines,. Newspaper, substitute taught in high school

“ That was a close to the cockpit as a woman was going to get. “She chuckles recalling some of her early flights to Key West. “ I would really irritate the pilots on those flights, because I was always checking out weather reports and other pilot communications. “ June’s life has been and continues to be full.

She raised three children, worked at a school, shared her interest in history whenever possible and for the past twenty years has worked as a test administrator for the federal government, a job she continues today. She does take a break once in a while to attend special reunions such as Embry-Riddle’s Homecoming and Wings and Waves.

Ref. Alumni Network Newsletter
Embry-Riddle Aeronautical
Aviation.



**June Hunter Holloway,
Embry-Riddle Class of 1948**